

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY
MEETING MINUTES**

**MAY 19, 1999
SAN FRANCISCO, CALIFORNIA**

The meeting of the California High-Speed Rail Authority was called to order at 10:05 a.m. on May 19, 1999 at the San Francisco Public Utilities Commission in San Francisco, California.

The Authority Members attendance was as follows:

Members Present: Michael Tennenbaum, Chairman
 Edward Graveline, Vice Chairman
 Donna Lee Andrews
 Dr. Ernest Bates
 John Fowler
 William Leonard
 Jim Mills
 T. J Stapleton

Members Absent: Jerry Epstein

Closed Session

Vice Chairman announced the Authority would be conducting a closed session pursuant to Government Code section 11126, subdivisions (e)(1),(e)(2)(B)(i), and (e)(2)(B)(ii), to determine if there is a significant exposure to litigation against the Authority, and, if so, to receive advice from the Authority's legal counsel pertaining to such exposure to litigation.

Open Session Reconvened

Approval of Minutes for April 21, 1999 Meeting.

Vice Chairman Graveline presented the minutes for approval. Member Stapleton moved to approve the minutes. Member Bates seconded the motion which carried 8-0 (Member Epstein was absent).

Authority Members Meetings for Compensation

Vice Chairman Graveline presented the List of Meetings for Compensation for approval. Member Andrews asked that the report be amended to reflect the May 13th meeting with Member Leonard and Executive Director Morshed. Chairman Tennenbaum moved to approve the list. Member Andrews the motion, which carried 8-0 (Member Epstein was absent).

Maglev Grant Application

Member Leonard introduced the following resolutions regarding the application for Federal Railroad Administration Preconstruction Grant for Maglev.

Resolution 1:

The High Speed Rail Authority enter into a proposal requesting Federal funding for Pre-Construction Maglev Planning funds subject to the following conditions:

- A. The HSRA will conduct a parallel analysis of Maglev vs. Steel Wheel technology.
- B. The Program Management will be the responsibility of the HSRA.
- C. The contract(s) will be between the consultant(s) and the HSRA.
- D. Caltrans will administer the grant administration.
- E. The State of California will be the recipient of the grant funds.
- F. The final report will be under the name of the HSRA.

The Executive Director is authorized to take the necessary actions to apply for, receive funds, and implement a FRA Maglev Grant. Chairman Tennenbaum motioned to approve Resolution 1. Member Andrews seconded the motion, which carried 8-0 (Member Epstein was absent).

Resolution 2:

The Executive Director is authorized to take the necessary action to apply for, receive funds, and implement a FRA Maglev Grant under the following conditions:

- A. Previously established process and time lines for the preparation and adoption of the business plan is not changed and the Maglev grant proceeds on a separate and independent schedule.
- B. The Authority maintains quality control and policy direction on the work based on the same criteria and conditions placed on existing contractors.
- C. The application submitted by SCAG be revised and resubmitted to reflect the Governor's letter of support and the conditions established by the Authority.
- D. The Authority, on behalf of the State and the Governor, maintain its neutrality as it relates to technology.
- E. Seek assurance that the Business, Transportation & Housing Agency as the signator to the agreement with SCAG will assist the Authority to carry out the necessary preconstruction planning consistent with these policies.

Chairman Tennenbaum motioned to approve Resolution 2. Member Stapleton seconded the motion, which carried 8-0 (Member Epstein was absent).

Resolution 3:

The Executive Director take the necessary action to select contractors to carry out the tasks specified in the FRA Maglev grants modified by the Authority provided that all of the following conditions are complied with:

- A. All contracts shall be processed in compliance with state and federal regulations.
- B. Prior to proceeding with any work related to the selection of a contractor, review the RFP issued by SCAG for its appropriateness for the work to be conducted by the consultants for the Maglev grant and make a recommendation to the Board whether or not that RFP should be utilized by the Authority and if it is to be utilized, recommend a procedure for its utilization.

Chairman Tennenbaum motioned to approve Resolution 3. Member Fowler seconded the motion, which carried 8-0 (Member Epstein was absent).

Presentation by Willie Brown, Mayor of San Francisco

Mayor Willie Brown made his presentation on behalf of the San Francisco business community, the environmental community and the other elected officials in San Francisco, who believe that high-speed rail would be a highly effective mode of transportation for the entire region. The high-speed rail operation ought to be reachable and accessible from the important cities in this part of the state, Oakland, San Francisco, and San Jose. Mayor Brown's comments to the Authority are available upon request.

Presentation by Jerry Brown, Mayor of Oakland

Mayor Jerry Brown made a presentation pointing out that the City of Oakland is now and has been for over a hundred years, a hub and the place where the rails meet the sea. He emphasized the growth in Bay Area population will be in the East Bay by the time this project is completed. The decision of the alignment of the high-speed rail should be made in light of where the world is going to be when this is finished and to make sure that the needs of our community are served in the best possible way. There is also a saving of approximately 1.5 billion on the route that would choose Oakland. Mayor Brown's comments to the Authority are available upon request.

Dual Presentation by The Corridor Evaluation Team and The Ridership Team on the Northern California Route Options

Dan Brand, Charles River Associates, presented a short introduction and explanation of the Inter-City Ridership forecasts. Kip Field, Parsons Brinkerhoff, made a presentation regarding the Northern California corridor and Central Valley alternatives. These are not new corridors but alternatives that have been discussed in the past. Mr. Field and Mr. Brand's presentations are available upon request.

Rosemary Corbin, Mayor of Richmond – supports a high-speed rail coming to Oakland with extensions up the Capitol corridor to Sacramento through Richmond.

Gene Hazard, Field Representative for Senator Audie Bock - supports a high-speed rail coming to Oakland.

Audrey Rice-Oliver, former member of the Intercity High Speed Rail Commission, urged the Authority to continue to look at all of the technological possibilities to move people throughout the state in the future. Stating that we must prepare to effectively move people in 30 or 40 years from now.

Judy Case, Board of Supervisors for Fresno County – suggested the Authority should look at the possibility of using the Pinoche Pass.

San Francisco Supervisor Leslie Katz supports the Authority using the TransBay Terminal as a bay area terminus.

Michael Yaki, San Francisco Supervisor and Chairman of the San Francisco County Transportation Authority - stated his organization believes the TransBay Terminal will be the best solution for current and future transit needs.

Vice Mayor of Emeryville Bukowski – suggested the Authority look at the Bay Bridge as an entry into San Francisco.

Tony Daysog, Vice Mayor of the City of Alameda – supports an East Bay terminus in Oakland.

Jim Larson, Acting Executive Director of the Tulare County Association of Governments - confirmed the Association's support for a rail stop in the Tulare County/ Visalia urbanized area.

Jim Harbottle, TCAG Board Member and City Council Member for the City of Visalia - recommended a station in Tulare County

Tom Radulovich, Bay Area Rapid Transit – suggested the Authority look at the connectivity to BART.

Ben Tripousis, Transportation Systems Manager for the City of San Jose – recommended inclusion of the high-speed rail system into San Jose, to the Santa Clara Valley Transportation Authority in preparation of their Valley Transportation Plan 2020

Gary Dixon, Executive Director of the Stanislaus-area Association of Governments in Modesto - supports the Altamont Pass alignment.

Kim Kloeb, San Joaquin County Council of Governments - supports Altamont Pass alignment.

George Gaekle, Rail Advisor to the Stanislaus County Board of Supervisors and the County CEO - supports Altamont Pass alignment.

Executive Directors Report

Executive Director Morshed stated the Authority meeting in September has been rescheduled to September 29 in San Francisco. Chairman Tennenbaum made the motion to approve the new meeting schedule. John Fowler seconded the motion, which carried 8-0 (Member Epstein was absent).

Executive Director Morshed stated Senate Bill SB1043 was heard by the Senate Transportation Committee last week. The Committee approved that Bill and it is now before Senate Appropriations.

Executive Director Morshed stated in the future all of the written reports from contractors would be included in the briefing books. Chairman Tennenbaum requested all future reports include a statement as to whether or not the Contractor is on schedule.

Approval of Ridership/Revenue Estimates Contract

Executive Director Morshed stated that in an effort to provide the Authority with Ridership/Revenue forecasts for improved conventional diesel services with speeds up to 100

mph using existing intercity and commuter rail corridors, the Authority requested and received bids from three qualified bidders. Based on staff review of the proposed statement of work, contract cost, and the short time frame to perform the work, only one contractor, Katz, Okitsu & Associates, was able to complete the forecasts within the budget of \$50,000 and a completion date of August 1, 1999. Vice Chairman Graveline asked for a motion to approve the award of the Ridership/Revenue contract to Katz, Okitsu & Associates. Member Bates motioned. Member Andrews seconded and the motion carried 6-0 (Chairman Tennenbaum, Member Epstein and Member Stapleton absent)

Presentation of Updates on the Status of the Comprehensive Statewide Passenger Rail Plan

Art Bauer, Arthur Bauer & Associates, presented an overview of their meetings with Amtrak, Metrolink, the Coaster in San Diego County, BART, the staff with the City of Oakland, LAX, a senior officer of Union Pacific Railroad, and the Burlington-Northern-Santa Fe Railroad. He stated that they are in the process of putting together a framework for evaluating the various improvements which will be the central feature of their report to the Authority, next month, which will be a list of the improvements, patronage, and the benefits from those improvements in terms of system performance.

Presentation by Public Outreach

Max Besler, Townsend, Raimundo, Besler & Usher, presented the following updated the Authority on their activities throughout the state. Mr. Besler's presentation is available upon request.

Patti Colston, Public Outreach Team gave an overview of the status of the Board of Advisors. Stating the first Board of Advisors' meeting is scheduled for Friday, June 18th at the LAX Marriott Hotel. The purpose of this meeting is to greet the advisors, provide a briefing, set goals and establish a working structure.

Member Bates inquired as to how to add candidates to the Board of Advisors. It was determined that the Authority does not have a set procedure for adding individuals. Member Bates moved that a member of the Authority may recommend individual(s) to be appointed to the Board of Advisors to the Executive Director in writing with appropriate description of the individual and the reason that individual should be appointed. The Executive Director shall place the recommendation(s) on the agenda for the following meeting for review and approval by the Authority. Member Andrews seconded, which carried 6-0 (Chairman Tennenbaum, Member Epstein and Member Stapleton were absent).

Meeting was adjourned at 4:30 p.m.